

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 20-Nov-14

Time 9:37 AM

**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 025 Const Calendar Day: 192 Date: 19-Mar-2010 Friday

Inspector Name: Iranmanesh, Abbas Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: Over Time:

Federal ID:

Location:

Reviewer: Liu, Tai-Lin Approved Date: 09-Apr-10 Status: Approved

**04-0120F4  
04-SF-80-13.2/13.9  
Self-Anchored  
Suspension Bridge****Weather**

Temperature 7 AM 12 PM 4PM

Precipitation Condition

Working Day ☐ If no, explain:**Diary:**

Dispute

**Work description.****Field Work at Pier 7**

- Lifts 2W, 3W: No activity was observed early in the morning.
- Lift 4W: Three ABF crews started putting in place the U-Rib splice plates at the fourth splice connection (4W to 5W), resurfacing the OBG skin plate and non-bolted connections.
- Equipments: Man lift ID # 481-93-6009  
Man lift ID # 417-40-5029

**Field Work at Pier W2****Items ? : Sealing Plate at top & bottom of cross beam splice**

- The top sealing plates not installed yet, Section B-B and Detail A, sheet # 661/1204 of the contract plan.
- The bottom sealing plates only the east side is in place, Section A-A and Detail A, sheet # 662/1204 of the contract plan.

**Item 1704: Cross beam stiffeners**

- The connection of the cross beam to segment stiffener are connected by temporary bolts and pins, any offset can be checked when permanent bolts are in place.

**Items 1705: Rib stiffener offset at transverse splice****Connection 1E to 2E (West of PP 13):**

- The rib stiffeners between E3 and E4 are aligned and connected by CJP welds.
- The rib stiffeners at both sides (Inboard & Outboard Sides) are connected by temporary pins and bolts, any offset can be checked when the permanent bolts are in place.
- Permanent U-Rib bolts are being put in place, they should be checked for any offset, however the height of the OBG makes it more difficult to check.

**Connection 2E to 3E (West of PP 19):**

- The T-stiffeners between E3 and E4 are aligned and bolted permanently. The amount of offset was checked for both the web and the flange for all the connections, most of them are aligned very well, but those, which have offset either the flange or the web, do not pass 3mm.
- A comparison was made between the OBG shop T-stiffener splice connections by testing them with the field splice connections, it was found the shop connections have a much better quality with respect to the alignment.
- The T-stiffeners at both sides (Inboard & Outboard sides) are connected by temporary pins and bolts, any offset can be checked when the permanent bolts are in place.



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## ***Daily Diary Report by Bid Item***

**Job Name:** 04-0120F4

**Inspector Name:** Iranmanesh, Abbas

**Diary #:** 025

**Date:** 19-Mar-2010 **Friday**

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Connection 3E to 4E(West of PP 24):

- The OBG skin is not welded yet, No T-stiffener connection is done between E3 to E4.
- The T-stiffeners on both sides (Inboard & Outboard sides) are partially connected by pins and temporary bolts.

Item 1702: Flatness of lifts E3 & E4

- It was checked visually that the skin plate of lifts 3E and 4E at the sides, bottom and at the connection point do not have any issue. Checking the bottom plate at the CJP welded splice point, out of plane was found in a few locations.

Lifts 2W and 3W were transferred to pier 2 around 11am, and the ABF crew lifted 2W on the cradle, ready for pushing in order to have it in the final position.

Office Work

- 1- Reviewed items of the punch list before going to the field.
- 2- Working on the daily report.

Hours Worked: 9 hours, 1 hour OT.